Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 151 **Const Calendar Day:** 47 **Date:** 21-Jul-2012 **Saturday**
Inspector Name: Altamirano, Victor **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation **Condition**

Working Day ☑ If no, explain:

Diary: Dispute ☐

Cable Band Activities

Field Work:
(1) Workers had already centered the uphill suspender at PP 44S and Sami D. was the inspector that verified the suspender alignment with case k mark on the main cable. Workers then prepped to erect the downhill suspender at the same panel point. Workers re-positioned battery sheave and the winch line made it to the sheave by about 8:40am. By 9am, the winch line began to re-tract down and at 10am, the socket made it to the cable band. Workers continued adjusting the come-alongs to pull the suspender down so that it would clear the catwalk openning. The suspender socket made it past the catwalk openning with no issues. Once the suspender rope centerline made it to the battery sheave, workers stopped the winch-line and the ABF iron workers removed the battery sheave from the bottom hill initial position and moved it towards the uphill portion of the cable band. After the workers were able to get the sheave away from the suspender, they set the suspender in the downhill saddle groove and attached to the blue brackets to the suspender. After they aligned the centerline and adjusted the cable band to have the vertical lines face east, I verified the centerline of the suspender was centered with the case k mark on the main cable. Workers then took lunch about 12:15pm and after lunch began working on removing the battery sheave from the cable band on the north main span. Refer to Sami D. for the rest of the work.

(2) I informed Warren (CT) about the 4mm cable band gap at PP 34S on the bottom uphill groove. Warren and I went out to the field and he used a digital caliper to take gap measurements and I recorded the results. The digital caliper confirmed the 4mm gap.

(3) I also informed Warren about near the South Main catwalk anchorage near PP 102E, some wires were bunched up around the edges of the catwalk anchorage (Refer to attached pictures). I also observed that there was no sign of damage wires on the main cable. I took several pictures of this issue yesterday and made a longitudinal and vertical reference mark in case the catwalk anchorage slips during load transfer.

Workers Hours: 8 hours total of overtime.

My work hours: 8 hours total of overtime.

Workers:
Tony Costa
Augie Solis
Hayes Batiste
Jonathon Biskner
Aaron Kent
Theo Rohr

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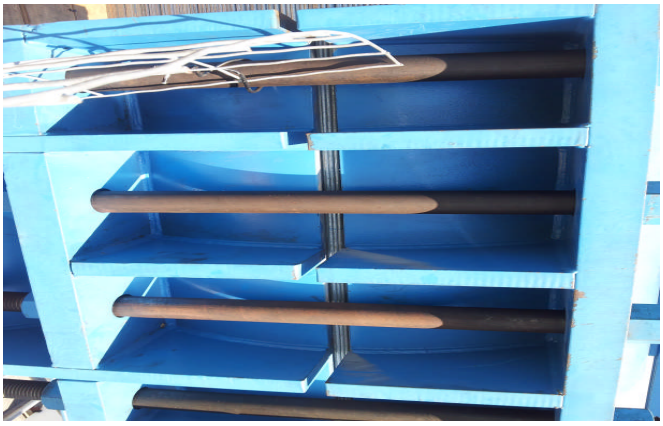
Nicolaus Shafer (Favco Op.)
Howard Schroyer (E. Op.)
Ben Jones (ABF engineer) was present

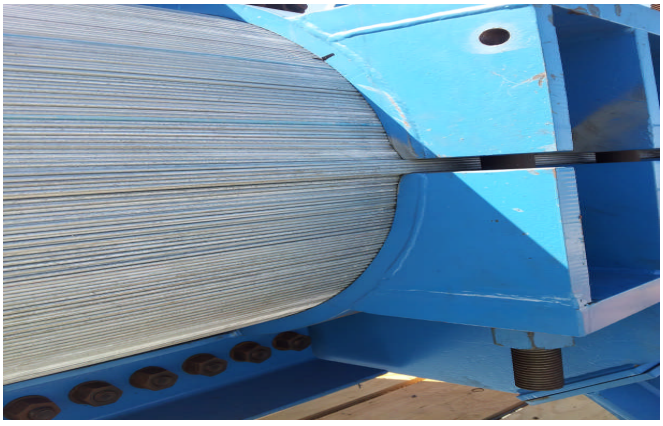
Sami D. (CT) was also present. Refer to his diary for detail of today's operation.

Attachment

North Side span catwalk anchorage near PP 102_ Bunched wires



North Side span catwalk anchorage near PP 102_ Bunched wires



North Side span catwalk anchorage near PP 102_ Bunched wires

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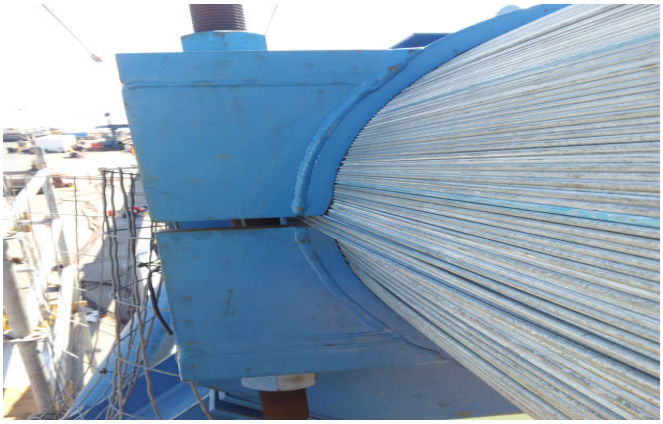

North Side span catwalk anchorage near PP 102_ Bunched wires